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Date: 2/15/2019 10:49:46 PM  
Subject: Update - 15 Feb 2019 - Lindsey Lake Tanker Spill (I-84, MP 54; OERS 2019-0334)

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Hello all:

An update (Bcc:) on the Lindsey Lake tanker spill that occurred on Monday at MP 54, I-84:

- **Today's operations:**

- Improved weather, including temperatures in the low 40s and a clear roadway, allowed us to expand on our protective booming objectives at the site today. We now have 3000 feet of hard boom deployed in Lindsey Lake and on the Columbia River.
- We continue to observe a sheen and some diesel fuel in the water within the containment and collection area at the foot of the highway embankment. Pending the start of some more aggressive recovery operations tomorrow morning, we have been using sorbent material and soft boom to capture as much of the oil as we can. We still haven't observed any oil or sheen in the Columbia. We have identified an impact to a small wetland area on the Lindsey Lake shoreline, but deep snow continues to make it difficult to determine the extent of the contamination. Most of the land surrounding Lindsey Lake is owned by the State of Oregon.

- **Plan for the next operational period (24 hours) on Saturday:**

- Our contractors from NWFF and NRC Environmental Services are preparing for a significant increase in the pace and scale of operations on Saturday, when we will begin a flushing and recovery operation. We will be using a combination of tactics to collect and capture the spilled diesel fuel that has accumulated in and under the snow on the road embankment and inside the boomed-off containment area at the lake shoreline.
- Working under Federal and state emergency pollution response statutes, we have secured approvals from the U.S. Army Corps of Engineers and the Oregon Water Resources Department to use a limited amount of water from Lindsey Lake to flush diesel fuel down the steep embankment toward the collection/containment point at the lake edge. We will be adhering to standard practices employed when drafting water for purposes such as firefighting, including use of a protective screen at the intake point to prevent harm to fish and other wildlife.
- Any fuel or oily water mixture that accumulates at the boomed-off collection point will be recovered simultaneously using a skimmer; the oil and oily water we recover will be pumped up to the roadway via vacuum truck and then transferred to a holding tank nearby pending waste disposal.
- This work, which we anticipate will last for a few days, will necessitate an ongoing closure of the westbound I-84 travel lane at the location. Two ODOT representatives to the Unified Command assisted in expediting the necessary permit for the lane closure.
- We will be performing aggressive water sampling and air monitoring before, during, and after the operation to assess the impact on worker safety and the waters of Lindsey Lake and the Columbia.

- **Also today:**

- We agreed that representation at the site from Federal natural resource trustees is needed. EPA is working with the Department of the Interior to facilitate deployment of observer-advisors from NOAA and the U.S Fish and Wildlife Service. These DOI experts will be accessing the site via boat to assess the impact of our operations on wildlife and wildlife habitat, and make recommendations regarding the formation of Shoreline Cleanup and Assessment Teams or a Natural Resources Damage Assessment.
- We continue to conduct air monitoring and water sampling. Air monitoring for volatile organic compounds, including benzene, will determine the need for respirator use by our responders.
- Jeff Fowlow has taken over as the EPA Federal On-Scene Coordinator for Richard Franklin. Jeff will be joined by Matt Maggorian from EPA. Chris Richardson (DEQ Salem) provided assistance on scene today and Charles Kennedy will be assisting Don Pettit in the Environmental Unit through the weekend.
- The Responsible Party, Space Age Fuel, is bringing in additional resources tomorrow to assist the Unified Command with management of the Incident Command System.

I will provide another update tomorrow evening. We have a great team out here and we continue to adapt to dynamic and challenging circumstances posed by mother nature and our incident location.

Jamie

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